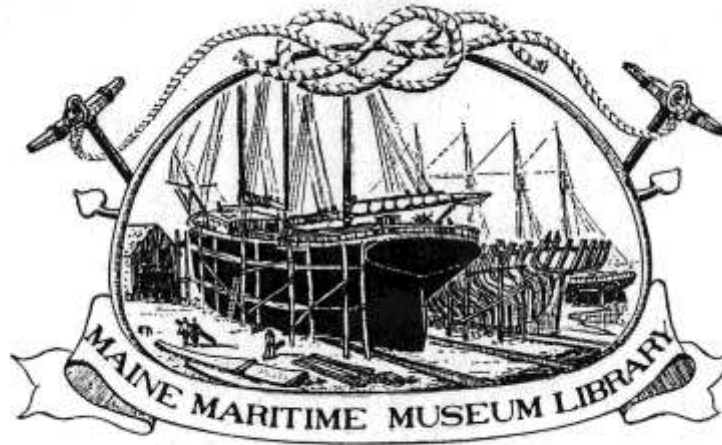


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**Inventory
for
Manuscript Collection
MS-472**

Captain William H. Harriman Papers

**Inclusive dates 1891-1931
Bulk 1891-1895**

by
Nathan R. Lipfert

August 2017

Three Folders
Accession # 2006.087.01

A PART OF THE CAPTAIN W. J. LEWIS PARKER BEQUEST

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Abstract

Harriman, William H., *Captain* (1859-1924)

Papers, 1891-1931, bulk 1891-1895

Three folders

Master mariner of Prospect (ME).

Account book for the three-mast schooner *Horace G. Morse* of Bath (ME), small group of loose papers relating to Captain William H. Harriman, and small group of notes on the schooner assembled by Captain W. J. Lewis Parker.

Bequeathed by Capt. W. J. Lewis Parker in 2006.

MS-472; Accession # 2006.087.01

Finding aid in repository; folder level control.

Added entries—people

Harriman, William H., *Captain*

Parker, W. J. Lewis, *Captain*

Added entries—corporate bodies (including vessels)

Horace G. Morse (Three-mast schooner)

Morse Bros.

William H. Harriman (Four-mast schooner)

Added entries—places

Prospect (ME)

Added entries—key terms

Coal trade

Coastwise shipping

Ice trade

Lumber trade

Schooners

Acquisition

These papers of Captain William H. Harriman were bequeathed to Maine Maritime Museum from the estate of Capt. W. J. Lewis Parker in November and December 2006.

Provenance

Capt. Parker was an extremely knowledgeable collector and an expert on North American schooners. He picked up many parts of his collection of maritime papers by purchase from dealers, auctions, or estate sales, and by gifts from relatives of maritime figures. We have found no documentation of how he acquired this particular group of manuscripts. We believe he collected them because of his interest in coasting schooners and their work. These papers were found in Captain Parker's study with other similar items, and were part of his maritime library which he bequeathed to Maine Maritime Museum.

Restrictions

There are no restrictions on the use of these materials for study or research. Researchers should seek permission to obtain copies, and for publication of any sort.

Physical Condition

These volumes have the usual surface dirt and minor tears of late 19th-early 20th-century documents. Overall, the Captain Harriman papers are in good condition.

Biographical/Historical Notes

Captain William H. Harriman was born in October 1859 in Prospect (ME), the son of Captain Evander Harriman and Mary A. Dow Ginn Harriman. Many of the Harrimans from Prospect were seafarers, and there were several marriage connections with the Ginns of the same town. William went to sea and married Kate W. Ginn in 1881. They had four children and lived most of their lives in Prospect. He commanded at least four three-mast schooners over the years, including the *Horace G. Morse* that is documented in this collection. In the 1920 census they were living in Rockland (ME) and he gave his profession as Superintendent in a marine industry. He died in 1924, and Kate died in 1940. Both are buried in the Maple Grove Cemetery in Prospect.

The three-mast centerboard schooner *Horace G. Morse* was built at the John A. Morse yard in Bath (ME), and owned by Morse Bros., a lumber yard at Bath which specialized in ship timber. She was launched December 10, 1890, and measured 437 tons, length 147.6 feet. William H. Harriman was her first master. He probably left her command at the time the account in this collection ends (1895). During the time documented in these papers, she was principally involved in the ice, lumber and coal trades. Another master, Higbee, is listed in *Record of American & Foreign Vessels* at least by 1898. The schooner went through the hands of several managing owners in different ports. She was lost by stranding on Bliss Island Point, New Brunswick, on January 19, 1907. Five of the crew were rescued and given aid at the Bliss Island Lighthouse. Two men died, including Captain John Carney.

Scope and Content Notes

Folder 1 contains an account book for the Bath schooner *Horace G. Morse*, 1891-1895. There are 33 separate voyage accounts, showing detailed expenses and income for each trip or pair of trips. Most of the cargoes are ice, lumber or coal. The vessel ranged up and down the eastern seaboard. All the ports mentioned are in the U.S. except Pointe-à-Pitre, Guadeloupe, in the West Indies. The accounts are nicely detailed, many times listing names of seamen and their wages. At this time, the vessel was not earning huge amounts. Often the net income for a voyage was less than \$100, to be divided among all the owners.

Folder 2 contains seven documents relating to the schooner or to Captain Harriman's private life, ranging from December of 1891 to January 1931. There are three wage receipts from crewmen, a 1913 graduation program from the Castine Normal School including the Captain's oldest daughter Anzelia among the graduates, a 1917 bill for repairs to the Captain's motorboat, and a 1931 newspaper clipping about the four-mast schooner *William H. Harriman* being used as a casino and bar three miles off the coast of California. That schooner was built in Thomaston (ME) and presumably our Captain Harriman was a shareholder.

Folder 3 contains five pages of notes by Captain W. J. Lewis Parker relating to the schooner *Horace G. Morse* and the contents of folder one.